PLEASE CALL AND EXPLAIN

The Interstate Commission Wants to Know All About a Great Many Things.

Eastern Lines Ordered to Appear and Tell About Issuing of Passes, and Western Lines About Commissions and Trackage.

WASHINGTON, April 17 .- The Interstatecommerce Commission has issued the fol-

owing orders:

In the matter of free passes and free transportation, the commission has ordered the following railroad and railway companies, namely, the Boston & Albany; the Boston & Maine; the Baltimore & Ohio; the Buffalo, Bochester & Pittsburg; the Central of New Jersey; the Central Vermont; the Delaware & Hudson Canal Company; the Delaware, Lackawanna & Western; the Fitchburg; the Grand Trunk; the Lehigh & Hudson River; the Lehigh Valley; the Maine Central; the New York & New England; the New York Central & Hudson River; the New York, Lake Erie & Western; the New York, Ontario & Western; the New York, Ontario & Western; the New York, Philadelphia & Norfolk; the New York, Providence & Boston; the New York, Susquehanna & Western; the Pennsylvania; the Philadelphia & Reading; the Providence & Worcester; the Rome, Watertown & Ogdensburg; the Western New York & Pennsylvania, and the West Shore to appear before the commission at its office in this city, on the 3d of May next, to answer and set forth before the commission the persons and classes of persons, if any, to whom each of them, respectively, have issued free passes or free transportation to persons other than its own officers and emissued free passes or free transportation to persons other than its own officers and employes, and officers and employes of other railroad companies, and all the conditions and limitations connected therewith in each instance, and how they do this branch of their business. The order of the commission in this instance also says:

As it is intended to make this investigation full and complete, each of said carriers will save time and expense by bringing with it from its records a true and correct list of the names of all persons, if any, to whom it has issued free passes or free transportation, who are not its own officers or employes or the officers and employes of other railroad companies, between Nov. 1, 1888, and the time of such investigation, if any of them have done such business, with an explanation as to how and why ness, with an explanation as to how and why this was done in each instance; and each of said carriers will, at that time, be expected and required by the Interstate-commerce Commission to present such a list as aforesaid for the purpose of said investigation, and to verify the same by proper proof; and the said investigation will relate to the details of all this kind of business as done by each of said carriers.

ness as done by each of said carriers.

In the matter of commissions on the sale of tickets the commission has ordered the following railroad and railway companies, namely; the Burlington, Cedar Rapids & Northern; the Chicago & Alton; the Chicago, Burlington & Quincy; the Chicago, Burlington & Northern; the Chicago, Burlington & Northern; the Chicago, Burlington & Kansas City; the Chicago, Kansas & Nebraska; the Chicago, Milwaukee & St. Paul; the Chicago & Northwestern; the Chicago, Santa Fe & California; the Chicago, St. Paul & Kansas City; the Chicago, St. Paul & Kansas City; the Chicago, St. Paul, Minneapolis & Omaha: the Wisconsin Central; the Chicago & Atlantic; the Chicago & Grand Trunk; the Detroit, Grand Haven & Milwaukee; the Detroit, Grand Haven & Milwaukee; the Detroit, Lansing & Northern; the Flint & Pere Marquette; the Illinois Central; the Louisville, New Albany & Chicago; the Michigan Central; the Chicago & St. Louis; the Pittsburg, Ft. Wayne & Chicago; the Wabash, and the Wabash Western, to appear before the commission at its office in this city on the 7th of May next, to answer and set forth before the commission what commissions, if any, each of them pays upon the sale of passenger tickets, and to whom, and how this business is conducted by each of them.

In the matter of trackage and car mile-

In the matter of trackage and car mile-age it was ordered by the commission that notice issue to each of the following railage it was ordered by the commission that notice issue to each of the following rail-roads and railway companies, namely: The Burlington, Cedar Rapids & Northern; the Chicago & Alton; the Chicago, Burlington & Quincy; the Chicago, Burlington & Northern; the Chicago, Burlington & Northern; the Chicago, Burlington & Kansas City: the Chicago, Kansas & Nebraska; the Chicago & Milwaukee & St. Paul; the Chicago & Northwestern; the Chicago, Santa Fe & California; the Chicago, St. Paul & Kansas City; the Chicago, St. Paul, Minneapolis & Omaha; the Wisconsin Central; the Chicago & Atlantic; the Chicago & Grand Trunk; the Detroit, Grand Haven & Milwaukee; the Detroit, Lausing & Northern; the Flint & Pere Marquette: the Illinois Central; the Lake Shore & Michigan Southern; the Louisville, New Albany & Chicago; the Michigan Central; the New York, Chicago & St. Louis; the Pittsburg, Fort Wayne & Chicago; the Wabash, and the Wabash Western, to appear before the commission, at its office in this city, on the 8th of May next, to answer and set forth before the commission what allowance, if any, each of them pays for trackage, and to whom, in each instance, and how this is done, and what allowance, if any, each of them pays for different classes of cars furnished by shippers, car companies, individual shippers or connecting lines, and how this business is conducted and done by each of them, and as to what is a fair and just allowance for such differential classes of cars.

Pullman Wins in the Vestibule Litigation.

Pullman Wins in the Vestibule Litigation. CHICAGO, April 17 .- Judge Gresham today delivered an opinion, Judge Blodgett concurring, in the case of the Pullman Palace Car Company vs. the Wagner Palace Car Company, in the United States Circuit Court, declaring the Pullman-Session's patent for vestibule cars valid, and that the Wagner Company was infringing it. The Sessions patent covers that portion of each half of the vestibule consisting of iron face-plates under spring pressure, completing the vestibule by a tight joint when cars are coupled in train service. The Judge's opinion analyzed the several American, English and foralleged to anticipatents the Session's invention, finding that none of them anticipated or even suggested that invention. The defense of the prior anticipation of the Sessions invention in the old Chicago, Burlington & Quincy canvas-hood canopy was declared by the judges to be without efficacy or standing, in that such device was fragile in its construction. struction, without suggestions of the Sessions invention, and abandoned since 1873 as worthless, even for the purpose of keeping cinders from the platforms, for which it was intended. The court therefore made the temporary injunction against the Wagner company perpetual, and referred the matter of damages to a master in chancery to take testimony.

Reduction in West-Bound Rates. NEW YORK, April 17 .- The trunk-line executive committee met to-day and decided to lower the West-bound lake and rail-freight rates east of Chicago. On Classes 1 and 2 the reduction is 3 per cent.; Classes 3 and 4, 2 per cent.; Classes 5 and 6, 1 per cent. These reductions are also to apply to all 70-cent rates and between New York and Chicago, and will take effect on April 24.

Personal, Local and State Notes. Conductor Nugent, of the J., M. & I. road, has resigned to go into business. Thomas Somerville, superintendent of the Fairland, Franklin & Martinsville road, is seriously ill.

J. B. Morrell has been appointed traveling passenger agent for the Chicago & East-ern Illinois, with headquarters at Watseka,

Chairman Walker, of the Interstate As sociation, has set April 23 for a hearing rel ative to fast trains between Chicago and

Kansas City. W. L. Knight has been appointed agent of the Indianapolis & Vincennes road at Romana, vice J. D. Lanhan, transferred to

It is understood that the United States Express Company will in a short time go on the Louisville, Evansville & St. Louis road and its branches. Sixty-five United States army regulars

passed through the city, en route from Co-lumbus, O., to St. Paul, Minn. They came here over the Bee-line. The Bee-line is now recognized as a West-

cost \$3,000 each, have already been pre-pared. They are to be built of pressed brick, in a modern style of architecture. The construction of four miles of road parallel with the Belt road between the C., I., St. L. & C. tracks and Brightwood has been abandoned, at least for the present.

James Hazzard, formerly representing the C., H. & D. passenger department at this point, but more recently with one of the Northwestern lines, is stopping a day or two in the city.

The management of the Ohio & Mississippi road has caught the cut-down-expenses mania, and is reported to be prepar-ing to reduce the forces in the shops, of-fices, etc., 25 per cent.

The citizens living near the old tunnel on the C., I., St. L. & C. road have compelled the company to wall up the ends of the tunnel on account of tramps stealing and hid-ing their plunder in it.

E. B. Thomas, vice-president of the Erie lines, is in the West this week, looking over the N. Y., P. & O. and the Chicago & Atlantic roads, both of which are more or less under his supervision.

L. D. Richardson, of Chicago, superintendent of the weighing and inspection bureau of the Central Traffic Association, who three months ago fell and broke one of his legs, is out again, with the aid of a crutch.

The completion of the Manitoba road to Montana points forces the Union Pacific to take such measures for self-protection.

The Baltimore & Ohio directors have declared a dividend of 5 per cent. on the stock of the Washington branch railroad for the half year ended March 31, payable at the office of the treasury, May 1. The board deemed it inexpedient to declare a dividend on the common stock of the Baltimore & Ohio company for the half year ended March 1, 1889.

The next time that Fred Whitmarsh, the detective of the Central Traffic Association, goes to Terre Haute he will be apt to take his credentials of authority to open books with him. The officers of the Vandalia have no objections to an examination of their books by persons authorized to do so, but since the Ives-Stayner deal more caution is exercised when strangers come in.

The committee on equalization of through rates made its final report to the Western Freight Association yesterday. This report is in favor of the Chicago merchants on a competitive basis for Iowa and other Western business, from which they have been debarred, owing to the cheapness of through rates as compared with the sum of the locals from Eastern points to Chicago and from Chicago west.

The annual report of the Chesapeake & Ohio road, just published, shows the gross earnings of last year to have been \$1,415,-236; and net earnings, \$887,608. The statement has little value as indicating the future capacity of the property, as part of the year it was operated under a receiver and all betterments were charged to operating expenses. Besides, the new bridge letting it into Cincinnati was not completed.

If the Pullman company would adjust its prices between Indianapolis and Baltimore with those between Cincinnati and Baltimore its through coach, put on a few weeks ago, would doubtless be better patronized.

A berth from Indianapolis to Baltimore should not cost \$1 more than from Cincinnati to Baltimore. That this can be made a paying sleeping coach will not be questioned if it is run on business principles.

The raising of the levee between Lawrenceburg Junction and Lawrenceburg will
be completed this week. The levee is three
and a half miles long, 40 feet high, 146 feet
at the base and 26 feet at the top. It required over 1,000,000 yards of dirt to build
it. On the top of the levee runs the track
of the C., I., St. L. & Chicago road which
leads from Lawrenceburg Junction to Aurora. An effort will be made to raise funds
to extend the levee so as to protect Lawrenceburg on the south side.

An Eastern financial paper doubts if the Bee-line-Big Four consolidation scheme can be carried through. It says that Judge Stephenson Burke is in earnest in his opinions regarding the illegality of the consolidation, and that he will make trouble for the Vanderbilts before the affair is over. The writer of the article argues that the position of Judge Burke is correct; that no corporation can consolidate its capital stock or property with another corporation or company without express legislative authority.

P. P. Ramer, of Chicago, chief inspector of the Central Traffic Inspection and Weighing Bureau, is in the city for a day or two, reorganizing the Indianapolis association, which expects to commence opera-tions on a more extended scale next Monday. Instructions are given to cover every scale and the business at every city freight depot. Every article shipped is to be weighed, and where there is any doubt as to whether the contents of a box or barrel contains other freight than represented, such box will be opened and then billed out under the class of freight to which it be-

J. D. Layng, of New York, president of the Bee-line, was interviewed by a reporter of the Cleveland Leader a few days ago. He said that everything was now in the hands of the stockholders, who meet May 15 to decide what they will do. He stated that nothing definite had been determined upon regarding the removal of the general offices of the Bee-line further than in the consolidation, as published. The president, secretary and treasurer of the road are to be located at Cincinnati, and the vice-president at New York. Mr. Layng does not anticipate any unfavorable action to the scheme on the part of the stockholders.

That there is some uneasiness among railroad employes in the West is unquestionably true. One day it is on one of the Northwestern lines, then on the Baltimore & Ohio, next on the Atlantic & Pacific, but it is hardly probable that anything serious will come of the matter. The fact is that on account of low rates all the Western roads have been forced to cut down expenses. To do so they must reduce wages, discharge men, and do other un-pleasant things. It will be noticed that the officers are not exempted in the economical movement. The employes naturally squirm, but it is not probable that they will strike back through their organization unless crowded too hard.

On to Denison, Tex.

A special train of five Wagner vestibule sleepers and a dining car reached Indianapolis, over the Bee-line, at 10:20 last night, carrying a party of Eastern capitalists on their way to Denison Tex., to look up investments offered for their consideration. The excursionists were in charge of W. P. Rice, and numbered one hunand twenty-seven, including a good many prominent business men of Maine, Vermont, and Massachusetts. They left Boston last Monday, coming by way of the Boston & Albany, New York Central, Lake Shore and Bee-line, and ex-pect to reach Denison to-morrow. At the Union Station here they were given their first sight at natural gas used under the boilers and in fire-places, with imitation log grates, and spent the few minutes they had to spare in admiring the new fuel.

Inflammation of the Kidneys.

R. C. Harris, Bazaar, Chase county, Kan-"I have been afflicted with chronic in-flammation of the kidneys. I suffered so much pain that I could not lie on my back The Bee-line is now recognized as a Western line out of Columbus, O., and is allowed
a certain share of the business, under an
agreement between the several roads.

To encourage suburban travel into Cincinnati the C., I. St. L. & C. will build
several neat depots at various points. Plans
for one at Delhi and one at Fern Bank, to THE TROUBLE RENEWED.

Successors of the Dudley Cable Railroad Company Begin Work on Michigan Street.

The Indianapolis Cable Street-railroad Company, or the one which claims to be the legitimate successor of the original corporation of that name, came to public notice again yesterday afternoon, by beginning to put down a track on Michigan street, between Alabama and Tennessee. About 1 o'clock the old foreman of the company, who was employed on the soldiers' monument, was sent for and instructed to begin work immediately in the locality named. He consented, and in half an hour had ten or twelve men digging up the street for a single track. It was nearo'clock before the city

officials heard of the matter. City Attorney Taylor thought the decision of Judge Howe only the day before would prevent the company from making further attempts to destroy the streets. He directed Street Commissioner DeRuiter to

three months ago fell and broke one of his legs, is out again, with the aid of a crutch.

The Illinois Central road has reduced its force to such an extent in Iowa that only four trains run regular, where formerly there were ten. On three divisions there is not a brakeman on the road who is not an ex-conductor.

The general freight agents of the all-rail routes are a good deal disturbed that the Erie line boats have suspended all tariffs, and are running on a go-as-you-please plan for freight, just as if there was no interstate commerce law.

The law taxing railroads in Ohio \$1 per mile, to aid in supporting the railroad commission, has passed both of the legislative bodies of the State. The Lake Shore road will be the hardest hit, having 726 miles of main track in that State.

The Bee-line Gazette for April is out, and is full of interesting information. It has been greatly improved in its mechanical appearance. On the outer page is a new map showing the Bee-line system as it will appear after the consolidation.

On Idaho business the Chicago lines have hitherto received but 8 per cent. of the tunion Pacific. Under the new turn things have taken they will get 19 1-12 per cent. The completion of the Manitoba road to Montana points forces the Union Pacific. Under the new turn things have taken they will get 19 1-12 per cent.

The foreman hesitated about ordering the men to quit work, but finally consented to respect the order of the city attorney, and left the street with Mr. DeRuiter. Later in the evening the street is named to distinct the order of the commissioner visited the locality again, and found the locality again, and found the locality again, and found the company say they have gone to work in good faith with the intention of building a line from Woodruff Place to Haughville. Michigan street is named in their charter, and they claim that the city has no right to work the company operates, but it has a charter. Shepherd & Martindale, attorneys for the company, say the line will be built in accordance w charter the company holds cannot be re-pealed," said Charles Martindale, of that firm, last evening. "It is in the nature of a

firm, last evening. "It is in the nature of a contract, and can no more be repealed than the charter of the Citizens' Street-railroad Company. We are not at all afraid to test that question in cobrt at any time."

On the other hand, City Attorney Taylor says the Council and Board have a right to repeal the charter, because every section of it has been violated by the company. He also claims that the company has no right to lay track on any street at this time, because it is not a legal successor of the original cable road company, and because there is an agreement that no work should be done until the cases pending in the Supreme Court are tested. "I propose to see that the company does not go on with the work," said he last evening. "It is simply another bluff, and the citizens are becoming tired of having the streets torn up in various places every few days. As every body knows, the Citizen's company has two tracks on the east end of Michigan street, and the west end of the street is so street, and the west end of Michigan street, and the west end of the street is so narrow that a line cannot be built to Haughville. Besides, the company shows no sign of going to work in good faith. It had only three or four rails to put down yesterday, with no more material in Indianapolis."

The councilmen are divided in opinion as to what steps the city should take. Some of them favor letting the company go ahead a few days in order to determine whether or not it is really in earnest. They think a day or two would show that it has no intention of building a line. "I am in favor of letting it alone," said Councilman Darnell. There is need of a line from Woodruff Place to Haughville, and if the company will build it, I say let it do it."

"I fear that Johnson is going to make trouble for the city," said another councilman. "The Board of Aldermen will, of course, repeal the charter, as the Council has done, but Johnson will likely set up the claim in court that the charter cannot be repealed. If he should win the city would be in a bad predicament, as the charter runs for ninety-filme years, Oùr only hope lies in the courts holding that we have the right to repeal a charter, and I believe they will hold that way, for a city certainly has a right to control its own streets."

The charter of the company states that a

The charter of the company states that a horse-car line shall be operated on Michigan street.

Amusements.

Mr. P. F. Baker and his comedy company are pleasing large audiences at the Park with their performances of "The Emigrant," and it will be played all week. The songs and specialities in it are especially

The production of "Merchant of Venice," which Messrs. Booth and Barrett are to give at English's to-morrow night, promises to eclipse any presentation of a Shakspear-ian play ever seen in this city. They carry two car-loads of special scenery and cos-tumes for this production alone, and seventy people are employed in it. For the Saturday matinee "Hamlet" is announced, and for Saturday night a grand double bill, "The Fool's Revenge," with Mr. Booth as "Bertuccio," and "Yorick's Love," with Mr. Barrett as "Yorick." There has been a notable increase in the demand for seats since the announcement has been made that Mr. Booth will positively appear here, and if he does not, the money will be re-funded. There are yet excellent seats to be had at the box-office for all the perform-

On Wednesday night next Mrs. Hattie A. Prunk, principal of the Indiana Boston School of Oratory and Expression, assisted by her pupils, will give her eleventh annual literary and dramatic entertainment at the Grand Opera-house. An attractive programme has been arranged. The sale of reserved seats opens at the box office of of reserved seats opens at the box office of the theater next Monday morning.

Mr. Kelleher Reinstated.

Mr. P. J. Kelleher has had some disagreement with the local Knights of Labor, owing to his position in regard to early closing hours. The opposition to him has been bitter, and it led to an order of expulsion as well as of boycott by Alpha Assembly, 1712. Mr. Kelleher has been restored to membership in the assembly, and relieved of the boycott. Under date of Jan. 3, John W. Hayes, secretary-treasurer of the order, wrote to Mr. Kelleher that the General Ex-ecutive Board of the Knights of Labor had decided that his expulsion was illegal, and that he should be restored to full membership in the order, the boycott on his store order, and moved. Yesterday he received a notification from W. F. Shieff, recording secretary of Alpha, stating this assembly had taken action in his case, "and after a general critic by each member it was decided to instruct the secretary to inform brother P. J. Kelleher and also the executive board that Alpha Assembly 1712 abides by the decision of the executive board in restoring him to fellowship and membership, and that the boycott on his establishment is wiped out." The officers of District Assembly No. 106, however, take exception to this action, as they claim that only the District Assembly having ordered the boycott can remove it.

West Indianapolis Republicans.

The Republicans of West Indianapolis held their nominating convention for town officers last night, and placed in the field the following ticket: Treasurer, W. B. Reed; trustee, Charles Comer; clerk, Oliver Mc-Kinney; marshal, Alfred D. Moore. The election will be held next month, and the Republicans expect to elect the full ticket.

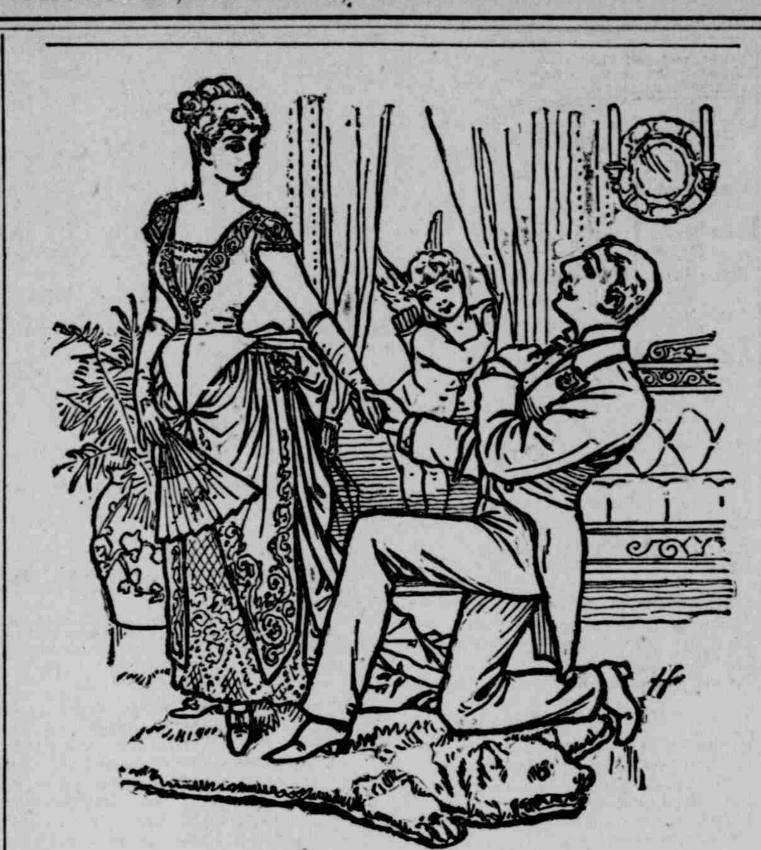
Real Estate Transfers.

Instruments filed for record in the recorder's office of Marion county, Indiana, for the twentyfour hours ending at 5 P. M., April 17, 1889, as furnished by Elilott & Butler, abstracters of titles, Hartford Block, 84 East Market street. Max Gundelfinger to Wilhelm Lane,

lot 10 in Roseti's first subdivision of outlot 107..... \$200.00 Robert I. Morrison to Dora Koester, lot 8 in Woodruff's subdivision of B. F. Morris's addition.

Marcellus H. Dawson to Jackson Dawson, west balf of northwest quarter of section 31, in township 17 north,

700.00 of range 4 east, containing 81 50-100 4,000.00 Wm. Wallace, receiver, to Lou E.



CUPID'S HARNESS.

Most women naturally look forward to matrimony as their proper sphere in life, but they should constantly bear in mind that a fair, rosy face, bright eyes, and a healthy, well-developed form, are the best pass-ports to a happy marriage. All those wasting disorders, weaknesses, and functional irregularities peculiar to their sex, destroy beauty and attract-iveness and make life miserable. An unfailing specific for these mal-adies is to be found in Dr. Pierce's Favorite Prescription. It is the only medicine for women, sold by druggists, under a positive guarantee from the manufacturers, that it will give satisfaction in every case, or money will be refunded. This guarantee has been printed on the bottle-wrappers, and faithfully carried out for many years. \$1.00 per Bottle, or Six Bottles for \$5.00.

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drasans evising etelle

THEIORIGINAL Prierce's LITTLE LIVER PILLS. Purely Vegetable and Perfectly Harmless.

Unequaled as a Liver Pill. Smallest, cheapest, easiest to take. One tiny, Sugar-coated Pellet a Dose. Cures Sick Headache, Bilious Headache, Constipation, Indigestion, Bilious Attacks, and all derangements of the stomach and bowels. 25 cents, by druggists.

EFFECTUAL

For Bilious and Nervous Disorders, such as Wind and Pain in the Stomach, Sick Headache, Giddiness, Fulness, and Swelling after Meals, Dizziness and Drowsiness, Cold Chills, Flushings of Heat, Loss of Appetite, Shortness of Breath, Costiveness, Scurvy, Blotches on the Skin, Disturbed Sleep, Frightful Dreams, and all Nervous and Trembling Sensations, &c. THE FIRST DOSE WILL GIVE RELIEF IN TWENTY MINUTES. This is no fiction. Every sufferer is earnestly invited to try one Box of these Pills, and they will be acknowledged to be a Wonderful Medicine. BEECHAM'S PILLS, taken as directed, will quickly restore females to complete health. For a

WEAK STOMACH; IMPAIRED DIGESTION; DISORDERED LIVER; they ACT LIKE MAGIC:—a few doses will work wonders upon the Vital Organs; Strengthening the muscular System; restoring long-lost Complexion; bringing back the keen edge of appetite, and arousing with the ROSEBUD OF HEALTH the whole physical energy of the human frame. These are "facts" admitted by thousands, in all classes of society; and one of the best guarantees to the Nervous and Debilitated is that BEECHAM'S PILLS HAVE THE LARGEST SALE OF ANY PATENT MEDICINE IN THE WORLD. Full directions with each Box.

Prepared only by THOS. BEECHAM, St. Helens, Lancashire, England.

Sold by Druggists generally. B. F. ALLEN & CO., 365 and 367 Canal St., New York, Sole Agents for
the United States, who (if your druggist does not keep them.) WILL MAIL BEECHAM'S PILLS ON RECEIPT OF PRICE 25 CENTS A BOX.

500.00

Baggs, lots 4, 5, 6, 7 and 8 in block 6 in S. A. Fletcher, jr.'s, northeast lot 5 in Colgan's subdivision of E. T. Fletcher's first Brookside suburb.... Jay G. Voss to Tarquinia L. Voss, part of lot 5 in square 68...... 10,000.00 Jesse W. Weik to Augusta S. Nickerson, lot 9 in Caven's subdivision of lots 6 and 7 in Johnson's heirs' addi-

Minnie Murray to Bridget Flaherty, lot 75 in Simon Yandes's subdivision of south half of west half of northeast quarter of section 34, in town-ship 15 north, of range 2 east...... David V. Miller to John V. Carter, lot 7 in block 10 in Ruckle & Hamlin's

subdivision of Johnson's neirs' addi-Benjamin F. Clifford to Elizabeth 3,500.00 Bader, lot 6 in Means & Thayer's lots 39 and 40 in square 10 in et al., lot 8 in J. E. Downey's Arsenal Heights addition....

Conveyances, 18; consideration....\$31,656.00

SOCIETY MEETINGS.

MASONIC-PENTALPHA LODGE, NO. 564 F. & A. M. Special meeting in Masonic Temple this (Thursday) evening, at 8 o'clock, for work in the third degree. J. W. STAUB, W. M. WM. H. SMYTHE, Secretary.

FUNERAL NOTICE. BRAMWELI.—The funeral of John M. Bramwell will take place at the residence of W. H. H. Hamilton, 109 Parke avenue, Friday, 'April 19th, inst., at 10 o'clock a. m. Friends invited to service, Burial pri-

FOR SALE-REAL ESTATE.

FOR SALE-IF SOLD THIS WEEK, \$2,700 will purchase, on easy payments, a pleasant home on Park ave., three squares porth of Massachusetts avenue. Inquire at Room 8, Blackford Block. FOR SALE—A BRICK HOUSE OF NINE ROOMS, on a good street and fine neighborhood. Owner must sell. For particulars see WM. GORDON, II and 12 Baldwin Block. JAJEN'S REAL ESTATE EXCHANGE-BOOM V in Woodruff Place. Choice lots \$300 cash, balance in ten semi-annual payments. Six new residence now building. Best investments in the market. 79 East Market street. LOR SALE-213 FEET ON MADISON AVE I one and one-half square deep, suitable for residence, manufactory or platting; street-cars, natural gas, city water, sewer, etc. CHAS. K. WASSON, 24 South Pennsylvania street. COR SALE-DESIRABLE PIECE OF PROP rety on Fletcher avenue; two houses; all conveniences. Half-cash; remainder on time. Also, a bar gain in choice land in Orange county, Florida, close to two railroads. Address WM. H. KAYLOR, 46 Fletcher avenue, Indianapolis.

FOR SALE-MISCELLANEOUS. FOR SALE-GENTS' FURNISHING STORE—Good location; fresh stock; light expenses; good trade: might take lot in part pay. Address W. T., P. O. Box 2, city.

FOR RENT. FOR RENT-ROOMS WITH STEAM POWER. Apply at Bryce's bakery. FOR RENT-RESIDENCE, 733 NORTH MERID. ian street, with good barn, cistern, and all modern conveniences; large, well-shaded yard. ISAAC

FINANCIAL. OANS-MONEY ON MORTGAGES. C. F LISAYLES, 75 East Market street. L'INANCIAL-ROBERT MARTINDALE & CO., Loan Agents, 62 E. Market st. CINANCIAL-MONEY ON MORTGAGE, FARMS T and city property. C. E. COFFIN & CO. SIX PERCENT. ON CITY PROPERTY IN IN.

MONEY TO LOAN ON ALL KINDS CHATTEL M security. Room 20, Ingalis Block, southwes corner Washington and Pennsylvania streets. MONEY TO LOAN ON FARMS AT THE LOW due. We also buy municipal bonds. THOS. C. DAY & CO., 72 E. Market st., Indianapolis.

1,500 now in use in the city. They give perfect satisfaction. No kindling required; no coal to carry; no ashes to remove. Prices from \$2 to \$16.

GAS ENGINES,

From one.eighth horse-power up. We sell to gas-consumers in this city only. On exhibition and for sale at the

GAS COMP'Y Corner Home Ave. and Alvord St.

47 South Pennsylvania St.

INDIANAPOLIS & VINCENNES RAILROAD COMPANY, INDIANAPOLIS, April 18, 1889. The annual meeting of the stockholders of the In-lianapolis & Vincennes Railroad Company will be held at the principal office of the company, in the city of Indianapolis, Ind., at 2 o'clock p. m., on Thursday May 9, 1889, for the election of seven directors to serve for the ensuing year, and the transaction of such other business as may properly come before the meeting.

S. B. LIGGETT, Secretary.

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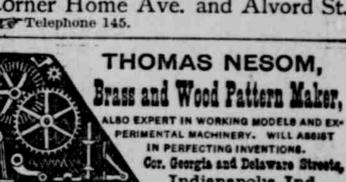
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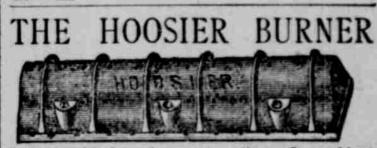
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